

ABSTRACT OF THE DISCLOSURE

An automatic gearbox for a vehicle with at least one hydraulically actuated shifting element made as a transmission brake or transmission clutch. The shifting element has an inner disk carrier and an outer disk carrier where inner disks and outer disks are arranged rotationally fixed but axially displaceably. The disks are arranged in alternating sequence one after the other to form a disk pack which can be acted upon by an actuator with an axial actuation force to close the shifting element, and in which one disk carrier is connected to non-rotating or rotating gearbox components and the other disk carrier can be connected via a synchronization device to rotating gearbox components. To reduce the shifting time that can be achieved with such a gearbox in carrying out a transmission ratio change process, a synchronization device can be actuated by way of a second actuator of its own.